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BIRTH.
On the 4th August, at 14, Seward Road, Shanghai, the wife of F. C. ARMISTEAD, of a son.
DEATHS.
On the 1st August, at the Beach Hotel, Chiffo, Eboan, the infant son of ASHUR and MINNIE BERRY, of Shanghai, aged 6 months.
On the 4th August, at the General Hospital, Shanghai, FRIEDRICH WILHELM KARL ROLLWAG (of Herne, Westphalia), assistant, German Post Office, aged 26 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD U.I.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, 13th August, 1902.

The list of changes and appointments in the British Cabinet will be read with interest. There is nothing very sensational, but naturally where several names have been mentioned in connection with a post those whose selection does not get in are apt to express their surprise. For instance, Mr. James Lowther was strongly fancied in some quarters for the Chancellorship of the Exchequer, which has been given to Mr. C. T. Ritchie. The Lord Lieutenant of Ireland, whose holder is not in the Cabinet, was similarly a post for which several candidates were freely suggested. The publication of the list may be taken to set at rest finally the rumours of Lord Curzon's recall from India to take up a position in the Cabinet. The appointments made to places in the Cabinet, as telegraphed by REUTER, are five in number. Mr. GEORGE WYNDHAM continues in the Chief Secretaryship for Ireland, which he has held since 1900; he has now a seat in the Cabinet, which was not his before. Mr. WYNDHAM is an interesting figure, and for some years has been looked on as a "coming man." Born nearly forty years ago and educated at Eton and Sandhurst, he joined the Coldstream Guards in 1883 and served in the Sudan campaign in 1885, winning a medal and the Khedive's star. Deserting the Army for political life, he became Mr. A. J. BALFOUR's private secretary and

went into Parliament. In 1898 he was made Under Secretary of State for War and two years later Chief Secretary for Ireland. As he has written on *North's Plutarch* in a series known as the "Tudor Classics," published a very excellent book on SHAKESPEARE's poems, and also dabbled in journalism, it will be seen that he is a versatile man. In connection with the post he holds it may be noted that Mr. WYNDHAM is, through his mother, a great-grandson of Lord EDWARD FITZGERALD, the famous Irish rebel. The Marquess of LONDONDERRY has been transferred from the Postmaster-Generalship, which he attained in 1900, to the Presidency of the Board of Education. Fifty years old now, Lord LONDONDERRY was, like Mr. WYNDHAM, educated at Eton, but he proceeded therefrom to Christ Church, Oxford. He entered Parliament as Conservative M.P. for County Down in 1878, and sat for that constituency until 1884, when he succeeded to his title. Two years later he was made Viceroy of Ireland. His education is well known, and he was elected Chairman of the London School Board in 1895. Mr. C. T. RITCHIE, who goes from the Secretaryship of the Home Department to the post of Chancellor of the Exchequer, was born in Dundee in the Exchequer's education at the City in 1838, but he was thoroughly identified with the school and thoroughly identified himself with the school. He entered Parliament in 1874 and from 1885 to 1892 he has represented Croydon. In 1885 he received his appointment as Secretary to the Admiralty. Next year he became President of the Local Government Board, with a place in the Cabinet. In 1895 he went to the Board of Trade, where he stayed until transferred to the Home Department in 1900. At the age of sixty-four Mr. RITCHIE goes to an arduous and thankless post, and will need all his abilities to cope with the duties which have rendered his predecessor, Sir MICHAEL HICKES-BEACH, so pessimistic in his recent speeches. Mr. A. AUSTEN-DOUGLAS is a considerably younger man than Mr. RITCHIE, for he was born in 1851. He is another of the many Eton and Oxford Ministers who have helped to govern Great Britain, and proceeded to the Junior Temple in 1875. In 1880 he was elected M.P. for the St. Augustine's division of Kent, the county of his family. In 1893 he was made "Whip" to the Conservative Party, a post which soon brought him into notice. Two years after he became Parliamentary Secretary to the Treasury, holding this position in Lord SALISBURY's first and second ministries and for a short time in his third. In 1895, however, he was promoted to the office of First Commissioner of Public Works and Buildings, whence he now goes to the Secretaryship of State for the Home Department. Mr. J. AUSTEN CHAMBERLAIN, the new Postmaster-General, no doubt in the first instance owed his success in public life to his father, and has yet to make a great name. The responsibility of having a great father, it has been remarked, is apt to extinguish a son. Mr. AUSTEN CHAMBERLAIN was born in 1869, and went to Rugby and Cambridge for his education. As a Liberal Unionist he represents in Parliament East Worcestershire, in the "CHAMBERLAIN region" of England. In Lord SALISBURY's third term of office he was made a Civil Lord of the Treasury. Like his predecessor at the Post Office, the Duke of NORFOLK, Mr. AUSTEN CHAMBERLAIN has with the post a seat in the Cabinet.

Of the other changes notified in the telegram published to-day, the succession of the Earl of DUDLEY to the Lord Lieutenantcy of Ireland has for some time been considered probable, though other names have been mentioned in connection with the position. Lord DUDLEY was born in 1866, was educated at Eton, and has travelled more than most Ministers, for he has been round the world. He was appointed Parliamentary Secretary to the Board of Trade in 1895. He is a great land-owner, having some 30,000 acres, including Jamaica estates. The Earl of HARDWICKE, now Under Secretary of State for the War Department, was born at the British Embassy in Paris in 1867. After leaving Eton, he joined the Wiltshire Regiment in 1885 and was an honorary attaché to the Vienna Embassy for five years. In 1900 he was appointed Under Secretary of State for India. Lord WINDSOR, who has been made Commissioner of Works, was born in 1857. He is another Etonian, proceeding afterwards to Cambridge. Like Lord DUDLEY he is a great land-owner, about 37,500 acres being his. He has been Mayor of Cardiff, and still is Lord Lieutenant of Glamorganshire. In 1891-2 he was Paymaster-General. Sir WILLIAM H. WALROSE has received the Chancellorship of the Duchy of Lancaster as a reward for his services as chief "Whip" to the Conservative party. He is fifty-three years old and was formerly Captain in the

Grenadier Guards. A Junior Lord of the Treasury in Lord SALISBURY's first and second administrations, he became Patronage Secretary to that office in 1895. He succeeded to the baronetcy in 1899. Earl PAZOR, the new Under Secretary of the India Department, is very young compared with the others in the list, for he was born in 1871. The eldest son of the Duke of Northumberland and connected on his mother's side with the Dukes of ARGYLL, he won the Newdigate prize for English verse. He has represented South Kensington in Parliament from 1895 onward. Last year he published a couple of books on Asiatic Turkey. His ability and family connections together point to speedy advancement for Lord PAZOR.

The Hongkong Regiment, we understand, leaves for India in September, and will be replaced by the 9th Gurkhas.

Only one fresh case of plague was reported up to noon yesterday, a Chinese corpse being found floating in the Harbour.

In connection with the Coronation decorations, it should be mentioned that Yamati Police Station was handsomely set off with bunting and Chinese streamers.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—"Phaeton" \$10.

Messrs. Butterfield & Swire inform us that the s.s. *Prometheus*, due here to-morrow, brings forward some damaged cargo from the s.s. *Ajwa*, which the Salvage Association recommended should be sent on to its destination.

Owing to the heavy rain yesterday, a landslide, fortunately not of a serious nature, occurred on the Peak Tramway. An express was issued by the management in the afternoon to say that traffic would be resumed at six o'clock last night.

An Chak, a postman residing at 44, Ladder Street, has been committed to the Criminal Sessions on a charge of stealing a letter that arrived from Manila on the 8th inst. He was searched in presence of Mr. E. C. Lewis, Acting Postmaster-General, and the letter was found in his breast pocket.

H.M. unprotected composite gun-vessel *Swift* will be offered for sale by public auction to-day at 3 p.m. as she at present lies in the Harbour. She is 180 feet long by 29 feet broad, and has a displacement of 756 tons. The Admiralty do not guarantee that the vessel is fit for further sea-service. A launch will leave Murray Pier at 2 p.m. and 2.45 p.m. to-day to convey intending purchasers aboard. Messrs. Hughes & Hough are the auctioneers.

Jon Tao-yung, Governor of Chekiang, by advice of Tsoai Hui T'ing-kaa, Commissioner of the Chekiang Bureau of Foreign Affairs at Hangchow, has decided to make a general topographical survey of the province to locate the various coal and mineral resources in it for future development. The Chinese Minister at London has therefore been asked to engage a first-class mining engineer and mineralogist, who is expected to arrive in Shanghai by the beginning of October next.

Eho Park Palace, the favourite residence of the Empress Dowager, which has been under repairs and needed renovation owing to the vandalism and ravages of certain foreign troops soon after the fall of Peking, says the *N.C. Daily News* on the authority of a despatch from the Capital, will be ready for occupation by the 20th instant, and it is stated the Empress Dowager intends moving her Court there on or about the 26th. Of course the unlucky Emperor will have to follow his Aunt's train, it being hardly likely that His Majesty will again be allowed to "do things" alone as in 1898.

In view of the curiosity evinced as to the "water cure" form of torture which has been administered to certain unhappy Filipinos, it is perhaps of interest to recall the fact that it was employed in getting the famous poisoner, Madame de Brinvilliers, to plead guilty to her crimes. "She was taken to the torture chamber," says the historian, "where three buckets of water were prepared to be poured down her throat. 'It is not necessary,' she said; and she spent the whole day in telling the horrible story—how she had tried ten times before succeeding in killing her father, and the like details."

The *Shanghai Mercury* writes:—"The native authorities have, we presume, awakened to the urgency of taking active steps towards the suppression of the unwelcome visitor cholera in their midst. At all events various parts of the settlement and practically all the city are embellished with very red placards, instructing the populace what they shall eat, and what they shall not, unless they wish to shuffle off this mortal coil just haste. It is hoped they will be in some way effective, and not so much waste paper spoiling architecture. One thing is certain, none can plead 'I did not see it.' They hit you 100 yards off." The same paper says:—"A gruesome reminder of the terrible mortality prevailing among the native population just now is furnished for those whose business or pleasure takes them a short distance into the country, by the number of new coffins which are daily being deposited in the fields. Especially of the Hongkong district is this assertion true."

L'Echo de Chine says that M. Ben, the new governor of Indo-China, has arrived in Paris. M. Ben was in the country for the benefit of his health for some time.

The grand military manoeuvres to be held in Kishu, at which H.M. the Emperor of Japan will be present, are arranged to commence on the 27th October, says the *Nagasaki Press*, and will last for seventeen days. Work is now in progress on the conversion of the meeting hall of the Board of Commands of the Sixth Army Division at Yamamoto into a temporary Imperial Seat. The authorities of Kumamoto have decided to place the building of the Normal School and the Seisaku College at the disposal of the foreign officers and others, who are permitted to witness the manoeuvres.

A telegram received by a Szechuen merchant in Shanghai from his family residing in Chingtu, says:—"The departments and districts round about the vicinity of Chingtu city are swarming with Boxers and their proselytes who openly teach and practice Boxer incantations and incantations, no one daring to say them nay. In fact, it is freely reported that not a soldier, or inhabitant, or official, or notable of Szechuen, but is more or less influenced by Boxerism at the present moment, while the Viceroy Kuei Chun is criminally negligent." According to *L'Echo de Chine*, 300 rebels have been killed in Szechuen and order has been restored.

A correspondent signing himself "A Loyal Patriot" writes to the *Westminster Gazette* on the subject of "Hysterical Englishmen." He says in conclusion—"The man who 'mifficks' and is going to cheer De Wet's, I should think, first cousin to the strong, bronzed Englishman whose eyes fill with tears when he hears that his beloved King is out of danger. This latter, I must confess, I simply do not believe in, although I am assured of his existence in the *Daily Crier*. Everybody is surely very glad that King Edward is convalescent, and we were all very sorry indeed to hear that he was seriously ill, but we did not go about 'with drawn, shocked faces and dull, pained eyes, scarcely daring to speak to each other above a whisper lest the sound of our voices should disturb the gracious Monarch slumbering unto death on the very eve of his Coronation."

THE RAINSTORM.

The heavy rain which set in yesterday forenoon caused the streets to be flooded in many parts of the town. Queen's Road, as is usual in such circumstances, was under a considerable depth of water at several points. Opposite Connaught House the street was impassable about fifteen minutes, and the hotel and neighbouring shops were flooded. The frontage-owners here have much cause to complain, as this is by no means the first time that their premises have suffered through the rain this season. Ice House Street, Zettland Street, and other hill roads were more or less damaged by the torrential flow of water, and several minor landslips occurred.

THE CORONATION SUPPLEMENT.

The special Coronation Supplement to the *Hongkong Daily Press* will be published this evening, and will be on sale to-morrow. It will consist of twenty pages of reading matter and illustrations, eight pages of which deal with the Coronation of the King, and the remaining pages will contain all that which has appeared in this paper concerning the celebrations in Hongkong. The local matter has been carefully revised, so that the Supplement will be a reliable record of an interesting event in the history of the Colony. The local pages will be illustrated with reproductions of photographs of local scenes, the principals being "A group at Government House," H. E. Major-General Sir William Gascoigne and Prince Tsai Chen, "Sir Henry Blake reading the Proclamation of the King," "H.M.S. *Gloria*," "Men-of-War Saluting," "Hongkong Club," "Queen's Buildings," etc. The size of the pictures is 7 inches by 8. As the edition is limited, and many copies have been booked, orders should be sent in at once.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 11th August.

CELEBRATING THE CORONATION.

The Coronation celebration in Canton consisted of illuminations and fireworks in the English Concession, Shamsen, on Saturday night. Numbers of flower-boats remained at anchor opposite the band to witness the sight, and a very enjoyable evening was passed.

H. E. TAO MU'S RETIREMENT.

His Excellency the Viceroy has been anxiously waiting for the Imperial order for him to hand over the reins of office to the provincial governor Tak Sow. A telegram was sent by the Viceroy to make enquiries at Peking, and an answer has been received to the effect that His Excellency must wait till the arrival of the new *fufai* (provincial governor) Li Hing-yui at Canton before he hands over the reins.

DEATH OF A GENERAL.

General Ma Shing-cher, who has been in Kwangsi for over ten years as assistant to Governor Ro Yun Chen, was killed in battle with the rebels in Kwangsi.

DENGUE FEVER.

Ninety per cent. of the people of Canton, native as well as foreign, have been suffering from dengue fever. Most of the patients, it is said, have been cured by doses of lay-up-ke, as suggested by your correspondent in his letter published on the 5th inst.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 9th August.

THE CORONATION.

His Majesty the King is in excellent health. He went through the entire Coronation service without filtering, and gave the responses in firm, strong tones.

His Grace the Archbishop of Canterbury, the moment after placing the crown on His Majesty's head, was overcome, but recovered sufficiently to conduct the service. His Grace the Archbishop of York crowned Her Majesty the Queen.

On the conclusion of the service in the Abbey, Their Majesties, wearing their crowns, and carrying sceptres, drove to Buckingham Palace, which was reached at 2.05 p.m. Arrived there, His Majesty, in his full robes and wearing his crown, appeared on a balcony, and calling out the Queen, they both bowed to the assembled crowd. The wildest enthusiasm prevailed and Their Majesties were greeted with frantic cheers wherever they appeared.

LONDON, 9th August.

CORONATION ILLUMINATIONS.

The illuminations in London to-night are on a most magnificent scale. The scene is of the most gorgeous and dazzling description.

OBITUARY.

Hunter Bey has died of blackwater fever at Bah-el-Gazal, Sudan.

THE NEW POSTMASTER-GENERAL.
Mr. Austen Chamberlain has been appointed Postmaster-General.

THE WAR COMMISSION.
The War Commission will consist of Lord B'gin and Esher, Admiral Hopkins, Sir John Jackson, Sir John Edge, and Sir Henry Norman.

THE IMPERIAL SERVICE ORDER.
The Imperial Service Order with medal inscribed for faithful service has been instituted in order to better recognise merits of civil servants of the empire.

JAPAN AND CAPE COLONY.
Two Japanese Government Commissioners have arrived at Durban. Their object is to report upon the trade relations between Cape Colony and Japan.

LONDON, 10th August.

THE KING'S HEALTH.

His Majesty the King bore the whole of the ceremonies in connection with the Coronation perfectly well, and with but little fatigue. He had a good night's rest, and his condition to-day is in every way satisfactory.

THE CORONATION CELEBRATIONS.
Bands of youths and girls singing popular airs are parading the streets, but the demonstration of the crowds is admirable.

THE REVIEW.

There will be one hundred warships assembled at Spithead for the Coronation review on the 18th instant.

A GIFT TO THE PEOPLE.
His Majesty has given Osborne House, to the people. In his letter of gift he says that Osborne is sacred to the memory of the late Queen Victoria.

LONDON, 10th August.

CABINET CHANGES.

The following changes and appointments in the Cabinet are notified in an official statement which has been published:—

Mr. George Wyndham—Chief Secretary for Ireland.

Marquess of Londonderry—President, Board of Education.

Mr. C. T. Ritchie—Chancellor of the Exchequer.

Mr. Aker-Douglas—Secretary of State, Home Department.

Mr. Austen Chamberlain—Postmaster-General.

The following have been appointed, but are not in the Cabinet:—

Earl of Dudley—Lord Lieutenant of Ireland.

Earl of Hardwicke—Under Secretary of State, War Department.

Lord Windsor—Commissioner of Works.

Sir W. H. Walrode, Bt.—Chancellor, Duchy of Lancaster.

Earl Percy—Under Secretary of India Department.

MUSIC FOR THE PUBLIC.

The programme of music to be played by the band of the 10th Bombay Light Infantry, on the New Parade Ground, to-day, from 5 to 6.30 p.m. (weather permitting), is as follows:—

March "Frangene" P. M. Costa

Selection "The Coster Song" Geoffrey Lancers

Lancers "The Pirates of Penzance" D. Albert

Pantofola "A Night in Berlin" Hartman

Polka "Dolores" Waldenfel

Folk "The Jolly Blacksmith" J. Hartman

..... "God Save the King"

BEACHCOMBERS.

The telegram which we published yesterday regarding the practical seizure by three Shanghai beachcombers of a pleasure junk and their subsequent attempt to get away with the craft, reminds one of the unusual number of that undesirable fraternity that is at present to be encountered in Hongkong. Several complaints have reached us lately about the annoyance which these loafers are causing to pedestrians, householders, and shopkeepers by their persistent demands for alms. The general feeling among the public here seems to be that the beachcombers are welcome to take as many gauds as they like as long as they clear out of the Colony for good.

THE FLEET AT SPITHEAD.

(BY OUR SPECIAL REPORTER.)

London, 7th July.

Not the least of the disappointments suffered in consequence of the deplorable illness of His Majesty the King is that which has robbed the nation of the *edict* attending the Naval spectacle at Spithead. No event connected with the Coronation was more calculated to stimulate the imagination and rouse enthusiasm. Such a statement is not the mere guess of one whose predilections favour "A life on the ocean wave," but it is grounded upon recollections of the brave and impressive spectacles presented by the fleet at Spithead on the occasion of the Diamond Jubilee of her late Majesty Queen Victoria. On that memorable occasion the spectacle of the greatest Armada the world had ever seen fired the enthusiasm of the people as no other event did. Followed up as that display of power was by the marvellous feat of sending to sea in three weeks that noble Flying Squadron, with no "crock" amongst it, the humblest man in the street felt then that "Come the four corners of the earth in arms," the British flag and our commerce would surely be safe keeping. Later on in those dark days of December, 1899, when disaster on disaster befall our arms on land, the first question asked with bated breath between man and man to tram and omnibus was "and what about our Navy—is that all?" The answer soon came as to the personnel. Did not Scott and Lambton with their brave officers and men give a foretaste of their metal at Ladysmith? We have held our faith in the Navy through all trouble, and to-day we can give an object lesson to the world by presenting to the public gaze a fleet still surpassing in weight and numbers that of 1897, and that without weakening by a single ship the fleets stationed in foreign waters.

How one would like to have the experience and pen of a Fremantle—he is well known in Hongkong—to institute some sort of comparison between the Navy as in the early forties when Hongkong was won and the Navy of to-day, between the commerce of those ante-free-trade days and that of the present. But for the present we will confine ourselves to tangible present-day facts. Nay, shall we not, rather, be suspected of flattery in some of the remarkable disclosures that must follow? It is difficult to picture to oneself in any tangible shape that the value of the seaborne commerce of the British Empire approaches 1,400 millions sterling, and that the value of foreign commerce carried in British ships exceeds 350 millions sterling. Relative figures are always more easily assimilated than absolute figures, and if the reader will take pencil, paper, and footrule and draw a line seven inches long and call it £1,400,000,000 and draw another beneath it seven and three quarters long and call it £1,550,000,000 he will see in the first line British seaborne commerce and in the second line the total of that of France, Russia, Germany, Italy, United States and Japan. If the reader will in like manner draw a line five and a quarter inches long and call it 10,500,000 tons (British) and another two and a half inches long and call it 5,500,000 tons (total of six countries named) he will then be able to form some sort of estimate of the relative magnitude, first, of the value, and, secondly, of the tonnage aloft which our Navy has to protect, not counting the lives and property of British subjects in the territories of the Empire totalling thirteen million square miles and four hundred millions of people, of whom one-eighth are white.

For further comparison it should be borne in mind that the British Empire is in extent 55 times that of France, 34 times that of Germany and 31 times that of the United States of America, and we add for the assistance of our mental picture that the Empire exceeds the area of the United Kingdom by 130 times, exceeds the area of Europe three times, covers a fifth of the globe and contains over a fourth of the human race. Millions are often meaningless to us, but it must be noted that the value of the trade within the Empire exceeds £400,000,000 a year and still there is room for expansion.

That is the bald statement, as far as condensed figures can show the magnitude of the service for which we depend upon the Navy for protection. Will our confidence be justified in the hour of trial? Creakers notwithstanding, we think the answer is an emphatic "Yes," inasmuch as our strength is kept up to the ideal of its being "equal to the two next strongest powers plus a margin."

How then do we stand comparatively neglecting the smaller Naval Powers as to number of ships and displacement in regard to battleships, armoured cruisers and protected cruisers? Of these three classes Great Britain has 215 with a displacement of 1,751,000 tons while the total of the same description of the six States above mentioned is 330 ships with 2,360,000 tons.

Statistics are, proverbially, treacherous, but it must be admitted that the "margin" seems to be adequate as to tonnage and a comparison of speed, guns, and men seems to be equally satisfactory—keeping always in mind that line of Tenby that "The fleet of England is her all in all."

Nothing teaches the individual so much as to deprive him of his breakfast, and no question affects our little island so much as its food-supply. This is one reason why our fleet is "all in all" to us. Deprived of command of the sea our forty millions would in three weeks be at starvation's door, being that to feed these Isles and a million our Navy and mercantile marine we

have to import food stuffs to the value of £180,000,000 a year and more than half of that comes from the United States by an exposed sea route of 2,500 miles. Here lies the great controlling fact which dictates British policy whenever the attempt is made to tamper with freedom of trade. Inasmuch as seven-tenths of our most-supply and three-fourths of our grain-supply is water-borne, the superiority of our Navy is a paramount question no less for the safety of our over-sea dominions than for the very physical existence of the mother country.

Portsmouth it was that Nelson had last of his active land and who can avoid recalling Nelson and his brave men when we see the good ship *Victory* which led the line in Trafalgar Bay, or help some comparison between the stately *Majestic* 14,000 tons and five others of her type, with that other *Majestic* which, on that glorious first of June, captured the *Sagami*. Of the *Majestic* class, and two berths from her, is the *Mars* on board of which occurred the terrible accident in April, when a 12-inch gun, having missed fire, exploded on opening the breech, killing two officers and nine men and seriously injuring seven others—whose experiences from the deadly gases must have been somewhat like those at St. Pierre after the explosion of Mount Pelée. Captain Barry may well claim the *Mars* as one of the best ships in the Channel Squadron for fighting purposes. Heading the line of these six ships is the *London* (15,000 tons) carrying the flag of the Commander-in-Chief; she is at once the most modern and most powerful of those present, for her batteries exert in five minutes firing a force capable of lifting 240,000 tons 10 feet high. Abreast of the battleships are the *Empress of India*, the *Resolution*, and *Revenge*.

The ten first-class line of battle-ships total close upon 150,000 tons displacement and 7,500 men. Of second-class battle-ships there are seven; third-class 5, and the armoured cruiser *Suffolk* of 12,000 tons and 21,000 horse power. One ship of this class, of which there are six in the British Navy, is on the China station and so powerful in their armament that they might even be pitched against the *Majestic* at a pinch. So one might go on enumerating cruisers, destroyers, torpedo-boats and other ships to the number of 135 even down to the *Wye*, that "ornamented" Hongkong waters for so long, and back again to the Royal Yacht *Victoria* and *Albert* which after many tribulations is now pronounced satisfactory, and whose commander is one of the heroes of the Naval Brigade at Ladysmith, Commodore the Hon. Hedworth Lamont, C.B.

Among the Fleet are many of no fighting value, but still of interest, the oldest being the *Seeflower*, launched in 1837, and used as a training ship. But the *Cullivoe* must not be forgotten, although she is turned off for training purposes, as is the *Cleopatra*, well known in Hongkong a few years ago. The *Colt* has a history not soon to be forgotten and will long be associated with the name of Captain Kene. This was the ship that came out of the harbour of Apia (Samoa) in that terrible hurricane of 1889 when the American ships *Trenton* and *Vandalia* foundered.

On looking for novelties one misses the *Turbinia* that created so much interest in 1897 by her great speed and recalls the painful incident of the loss of the *Viper* (time of evil omen).

Having run a survey over this vast concourse of vessels we must not forget the presence of a most formidable fleet of ships representing foreign and friendly Powers. Japan has sent the *Asahi*, carrying the flag of Rear-Admiral Ijima, and the *Tokugawa*, the fastest ship present, being capable of doing 44 knots an hour. France is represented by the longest ship here, the *Yorikawa* of which she tells France may well be proud. She has just returned from the visit to Kronstadt.

Germany is represented by the *Kaiser Friedrich III.*, one of four ships of her type that carry oil-fuel. The armament of this vessel is of great power. Each of her 9.4 guns can fire two 350 lb. shots a minute, capable of piercing 30 inches of iron.

If our last ship, the *London*, is to yield to any other it is to the battleship *Illinois* of the United States Navy. She has four thousand tons less displacement than the *London* but has a heavier battery. Her four 12-inch 60 ton breechloaders can send a 1,100 shell lb. through 28 inches of wrought iron. A feature of this vessel is that she carries no wood aboard of her. Italy, Spain, Holland, Chile, Denmark, Russia and other countries have each one representative of the only Power sending two ships being Japan, perhaps because she is now our ally.

This is necessarily a very cursory review of the fleet which today floats as an illustration to the world of our preparation for the defence of the Empire and which in pursuance of that defence is capable of making at any time the enemy's coast the British frontier. Long may such a necessity be stayed off, but inasmuch as our "first line of defence" is in fact, as I believe your branch of the Navy League claims it to be, our "only line of defence," it behoves the Nation to keep a sharp look out that we get efficiency as well in men and material as in organisation, for it is indisputably true that "If you wish for peace, be prepared for war." Strange indeed is it that we spend fifty millions a year on our army and less than fifty millions on our Navy. The former can be in part improvised, as we have found in South Africa, but the latter never.

NOTE.—A special plan of the original positions for the Naval Review will be found with to-day's issue.

3,000 NEWSPAPERS RECOMMENDED.
MACNIVEN & CAMERON'S PRINS.
THE WARRIOR PEN, for Easy Writing.
THE FLYING SCOTCHMAN PEN, instead of a Quill.
THE FLYING J. WHITE AND WHITE, for the day.
1890-1. WATERBURY, WOLFE, ROBINSON.

MARU'S ISLAND.

On the morning of the 24th ult., Baron Komura, Minister for Foreign Affairs, is reported to have waited on the Emperor and represented to his Majesty the Maru's Island question in detail, also reporting the despatch of the cruiser *Kangra* to that island.

Contrary to previous statements, the *Jiji* reports that the expedition organised in America to take possession of the island left Honolulu in a sailing ship on the 11th ult. As the leaders of the expedition may be ignorant of the relations between Japan and the island they will probably be surprised to discover the Japanese in possession and settled there. The Japanese in turn will be surprised at the appearance of a body of foreigners, and trouble might very likely ensue. The Japanese Government has therefore deemed it necessary to take precautionary measures and has instructed Mr. Ishii, secretary to the Foreign Office, to proceed to the island and explain the situation to the American expedition on its arrival there. The *Jiji* adds that it was in 1879 (the *Kokumin* gives the date as 1883) that the Japanese first visited the island. Mr. Mizutani, the present lessee, visited the island for the first time in 1896, and sent over twenty labourers from Bonin Island in December of the same year and commenced the trade in "fool" birds—i.e. birds which allow themselves to be caught without attempting to escape, "hobbies" English sailors call them. In the following year, Mr. Mizutani returned to Tokyo and obtained the lease, and in July 1898 it was announced that the island would be placed under the jurisdiction of the Tokyo-fu Government. The occupation of the island by Japan according to the law of nations is, it is urged, complete both in form and fact. It was in 1899 that the Americans first visited the island.

The *Osaka Mainichi* states that Mr. Mizutani took with him thirty-seven men and women when he first settled on the island. Many of them, however, returned, and the present number of permanent inhabitants is only six. From that time to the present the island has been visited twice by American vessels and in 1898 a warship called there for a supply of water and fuel. The fact of the occupation of the island by Japan is, it is thought, probably known to the American Government. Upon arrival at the island, the presence of a Japanese warship, but doubtless an understanding will be arrived at. The question is not likely to cause any trouble there, but will probably become a diplomatic one. The *Asahi* states that about 1898 an American sailing vessel visited the island and fired upon the Japanese residents there, carrying away water and coconuts. But surely this is incredible. In January last year another vessel called at the island and offered to carry away the inhabitants, who explained, however, that they were there of their own free will and bird-catching. The vessel then put to sea.

The *Osaka Asahi* publishes a letter from Honolulu, dated the 15th ult., which gives some particulars of the Roschill expedition.—"Guano is produced in large quantities on Maru's Island, which is also considered world famous as a splendid fishing station. Captain Roschill, a resident of Honolulu, has declared that the island was discovered by himself. He addressed a memorial to the United States Government, declaring the island to be an American possession. He consulted with Mr. Peacock, a rich merchant at Honolulu and Mr. Thomas Ritch, an engineer, Marcus Guano Company. Recently Captain Roschill visited San Francisco to charter a vessel and make other preparations for proceeding to the island. There he learned (as already reported) that the island had been occupied by the Japanese. It is regarded as impossible for Captain Roschill to abandon the scheme now, and the members of the expedition declare they will drive the Japanese away from the island. It is believed here (Honolulu) that the Japanese will not easily yield to the expedition and that a diplomatic question will ensue between the United States and Japan. Captain Roschill and his party sailed from Honolulu on the 10th inst. in the sailing ship *Julia E. Whalen*, bound for Maru's Island. The crew of the vessel consists of Captain Roschill, his mate, a cook, five sailors, and five coolies who will be employed in gathering guano. There were also with the expedition Professor Bryn, a naturalist, and Professor Schwick, a chemist, who will examine the animal and vegetable products of the island. There is much speculation on the result of the expedition."

CONFUSION AT PEKING.

In its Notes on Native Affairs, the *N. C. Daily News* says:—
A high official in Peking, writing to a friend in this port on the subject of developing the mineral resources of the Empire, complains that "everything is topsy-turvy in the Capital. The Head Office of the Department of Railways and Mines (Lu-Kung Chang-chu) has no power or say at all in anything relating to questions of which it is nominally the head; the Ministry of Foreign Affairs strips everything. Whenever anyone presents a petition for permission to open a mine or construct a railway, the latter has never yet failed to pick such petitions to pieces or impose such heavy and absurd conditions that no sane person would consent to them. In fact these petitions rarely get as far as the Head Office of Railways and Mines, the documents being almost always squashed the moment they enter the Foreign Office! Chang Yu-mao (now an expectant Vice-President of one of the Six Boards) who is, nominally, Assistant Director-General of Railways and Mines, and stands third in the Department, with all the goodwill in the world is but a mere figurehead, with permission only to draw his salary and keep quiet. Although Tsoai Shen-Tan, who was recently specially appointed by the Ministry of Foreign Affairs from the Governor of Shanxi to come to Peking to join the Department of Railways and Mines as an adviser and councillor, has arrived at the Capital, he is given neither power nor opportunity to exercise his talents, merely because the old fogies at the Foreign Office put a stop to all applications getting to the Department. That is the sort of 'reform' we are getting in Peking."

LATEST STEAMER MOVEMENTS.

The C.N. steamer *Changsha*, from Australian Port, will leave Manila on the 13th inst. for this port, and is due here on the 16th inst. at daylight.
The steamer *Madrid*, from Japan, China and Hongkong, arrived at New York on the 8th inst.

RUSSIAN OUTRAGE AT NEWCHWANG.

29th July.
Information has come to hand which will indicate the urgent necessity for the presence of gunboats or vessels of war other than those of Russian nationality at Newchwang. The Russians are riding the high horse in Manchuria and at Newchwang, the Provincial Treaty Port, thereby crushing all attempts at foreign development of trade unless Russian. The "open door," as far as Manchuria is concerned under present circumstances, is one of those recently coined but incongruous terms which are diplomatically used by Russians and others in high places to conceal the real facts of the case. Russia, it is true, is fighting for the "open door" in Manchuria, but it is only to be opened to Russia; other nations need not apply. Daily, weekly and monthly are the astute representatives of Russia in the Far East securing effective bolts to the "open door" which will enable them to make a firm barrier of that door against all comers, particularly the nation responsible for the opening of the most Treaty Ports in China to the trade of the world. On all prominent positions in and around Newchwang one might have recently observed large posters in Chinese characters stating that the Newchwang Steam Ferry Tug and Lighter Co. had made arrangements to carry on an inland navigation service and had secured the necessary passes enabling them to do so. The posters were placarded through the order of Messrs. Baudin & Co., the general managers. It was arranged that the first sailing should take place on 20th July to Tien-chungtai, and a number of applications were made through the managers for towing native cargo-craft to that place, which is a rather important inland trade centre about 17 miles up the Liao River. The leading foreign merchant in the Port, thinking it would be a good method of inaugurating the service by having a picnic party on board, made all arrangements accordingly, and invited a number of guests to partake of his hospitality, on Sunday, 29th July, aboard the steam launch *Guilcar*, which it was hoped would be the pioneer of inland steam navigation in Manchuria. These arrangements were made without reckoning possible Russian aggression, which soon changed from possibility to certainty, and word reached the Russian authorities at Newchwang of the posting of the notices, and the registration of the two launches *Guilcar* and *Koongtung*. Orders were given for the notices to be torn down; the poor unfortunate Chinese who posted them were seized and thrown into prison to await trial, while the Customs Commissioner was notified by the Russian Administrative Bureau that the service to Tien-chungtai would not be permitted by them. At the same time they ordered the Commissioner to cancel the clearance papers which had been issued for the *Guilcar* on the 20th for Tien-chungtai. At 10 p.m. on 19th July, an official of the Customs went on board and took the said papers from the larder of the *Guilcar* without informing the owners and general manager of their intention. On Sunday, the 20th, about 10 a.m., the picnic party collected on board the *Guilcar* but went down the river instead of up, since word had leaked out that instructions had been issued to the police patrol boat to stop and if necessary fire on the *Guilcar* in order to stop her if any attempt were made to go up river. When this order was given the *Guilcar*, as on all occasions, was flying the red ensign of the British Mercantile Marine, and further this order was given in a Chinese port opened by treaty to the trade of the world through the energies of Great Britain. 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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until the order is received.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.E.C., 5th Ed. Lieber.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

TWO FURNISHED ROOMS, with or without Board, by two Gentlemen.

Apply to—
JEM.
Care of Daily Press Office.
Hongkong, 13th August, 1902. [2178]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on **SATURDAY**, the 16th August, 1902, at 2.30 P.M., at his Sale Rooms, Duddell Street, a quantity of **HOUSEHOLD FURNITURE** (moved to Sale Rooms for convenience of Sale);

Also
Some **BICYCLES** (Tandem and Others).
Full Particulars from Catalogues.
On view from Friday, the 15th August.
Terms:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 13th August, 1902. [2177]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NANSANG,"

Captain Geo. Payne, will be despatched as above TO-MORROW, the 14th inst., at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.
General Managers.

Hongkong, 13th August, 1902. [2180]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAUNING FROM HONGKONG.

"HUDSON," About 18th August.
For Freight and further information apply to
STANDARD OIL COMPANY OF NEW YORK.

Oriental Shipping Department, Agents.

Hongkong, 13th August, 1902. [2176]

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 16th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.
General Managers.

Hongkong, 13th August, 1902. [2179]

NOTICE TO MARINERS.

MASTERS of VESSELS are cautioned to go as **SLOW AS POSSIBLE** when passing in the vicinity of the **WRECK** of the S.S. "PAKSHAN" off the Sallors' Home. Much damage and delay to the work of removing the wreck has been caused through the wash of passing vessels.

R. MURRAY RUMSEY,
Ret. Com. R. N.
Harbour Master, &c.

Harbour Department,
Hongkong, 8th August, 1902. [2159]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 61.

SUNKEN DANGER.

NOTICE IS HEREBY GIVEN that Captain W. E. CLARKE, of the s.s. "Huang-shan" reports that a large Junk lies sunk in the Great West Channel.

The reported position of the wreck is as follows:—The Northmost Island of Kan Chan or Nine Islands bearing N. N. W. and Chung Chan Si Island E. by S. 1/2 S. At high water the top of the mast is about 3 feet above water.

L. A. BYWORTH,
Harbour Master.

Approved:
F. A. MORGAN,
Commissioner of Customs.
Custom House,
Canton, 6th August, 1902. [2152]

SITUATION WANTED.

A YOUNG ENGLISHMAN, with three years' experience in Mercantile Firms, offers his services to any local firm or abroad at very moderate terms.

Apply to—
"CLERK."
Care of Daily Press Office.
Hongkong, 28th July, 1902. [1906]

BRITISH NORTH BORNEO.

WANTED.

A N EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to
DIRECTOR OF PUBLIC WORKS.
Sandakan.

Hongkong, 4th February, 1902. [1446]

SUN SOY LUNG & CO.

PRESERVERS OF GINGER and all kinds of FRUITS. Export Orders promptly attended to.
No. 12, DES VOEUX ROAD WEST.
Hongkong, 26th June, 1902. [1768]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on **TO-DAY (WEDNESDAY)**, the 13th August, 1902, at 3 P.M., on board, H.M. Unprotected Composite Gun Vessel

"SWIFT."

Extreme length ... 180 feet.
breadth ... 28 feet.
Displacement ... 756 tons.

COPPER-SHEATHED with Engines by Reunite, TWO CYLINDRICAL RUBBER BOILERS, and THREE WOODEN MASTS.

As she now lies in the Harbour of Hongkong. The ANCHORS, MOORING GEAR, BOATS and BOATS' GEAR will not be sold.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and the Auctioneers; also on board.

The Vessel will be open to inspection for seven days before date of sale.

Inspecting orders can be obtained from the Auctioneers.

Terms:—Cash before delivery, 25 % of the purchase money to be paid on fall of the hammer, balance and the balance to be effected within seven days after date of sale.

A Launch will leave Murray Wharf at 2 p.m. and 2.45 p.m. on day of sale to convey intending purchasers.

HUGHES & HOUGH,
Government Auctioneers.

N.B.—THE ADMIRALTY DO NOT GUARANTEE THAT THE ABOVE NAMED VESSEL IS FIT FOR FURTHER SEA SERVICE.

Hongkong, 25th July, 1902. [2029]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on **TO-DAY (WEDNESDAY)**, the 13th August, 1902, at 5 P.M., at their Sales Rooms, 20, Des Voeux Road, the well known Water

"PING PONG,"

and **ONE PIGSKIN SADDLE.**

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 13th August, 1902. [2160]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on **FRIDAY**, the 15th August, 1902, at 2.30 P.M., at Messrs. Douglas LARSEN & Co's. Wharf, The Steam Launch "SIDRITO" (late "Kono Koo")

She is practically new and has been thoroughly overhauled, and is strong for towing purposes.

Her length is about 60 feet.

For further particulars apply to the undersigned.

Terms:—Cash. The Launch will be on the Purchaser's risk on the fall of the hammer.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 12th August, 1902. [2171]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on **SATURDAY**, the 16th August, 1902, at 2.30 P.M., at their Sales Rooms, 20, Des Voeux Road (unless previously disposed of by private sale). The following valuable leasehold residential property situate at Mount Gough in the Peak District, Hongkong, viz.:

All that piece or parcel of ground situate, lying and being at Mount Gough in the Colony of Hongkong abutting on the North side thereof partly on Government Ground partly on Rural Building Lot No. 2 and partly on the Remaining Portion of Rural Building Lot No. 1 and measuring thereon altogether 561 feet, on the South side thereof on Government Ground and measuring thereon 630 feet, on the East side thereof on Government Ground and measuring thereon 320 feet, and on the West side thereof on the Remaining Portion of Rural Lot No. 1 and measuring thereon altogether 355 feet which said piece or parcel of ground contains in the whole 187,440 square feet and is intended to be registered in the Land Office as Section A of a Rural Building Lot No. 1 together with message, erections and buildings thereon known as "Brooklands."

Term of Crown Lease 75 years—Apportioned Annual Crown Rent \$44.00.

For further particulars and conditions of sale, apply to—

DENNIS & BOWLEY,
Solicitors,
Supreme Court House,
or to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 8th August, 1902. [2154]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. M. BEATTIE, Esq., to sell by Public Auction, on **SATURDAY**, the 23rd August, 1902, at 2.30 P.M., within his residence "Starberry Hill," Peak, **THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE**, comprising—

CARVED TEAKWOOD OVERMANTEL with BEVELLED GLASS, BLACKWOOD CABINET, STools, TABLES, CARVED TEAKWOOD SIDEBOARD with BEVELLED GLASS, UPHOLSTERED CHAIRS and COUCH, TEAKWOOD EXTENSION DINING TABLE, DINNER WAGGON, CHAIRS, ONE HEXAGONAL and One OCTAGONAL TABLES, ONE TEAKWOOD WRITING DESK (roll top), FENDERS, FIRE IRONS, GLASS and CROCKERY WARE, DOUBLE BRASS MOUNTED IRON BEDSTEADS, TEAKWOOD WARDROBES with BEVELLED GLASS, TOILET TABLES, WASH-STANDS, CARPETS, RUGS, MATTING, &c., &c.

Also
A Large Assortment of PALMS and other PLANTS with POTS and STANDS; and
One SEMI-GRAND PIANO, by John Broadwood & Sons, London.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 6th August, 1902. [2122]

NOTICES OF FIRMS

NOTICE.

WE have authorized Mr. DAVID HASSELL to SIGN our Firm in Hongkong.

TOEG & BEAN,
Managers.
Shanghai, 6th August, 1902. [12408]

THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.

Mr. SOUTHER KENT has been appointed our REPRESENTATIVE for the HARBOUR and SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager.
Hongkong, 5th August, 1902. [2115]

PUBLIC COMPANIES

THE HONGKONG NEOPOLIS COMPANY, LIMITED.

APPLICATIONS FOR ALLOTMENT.

ALL Applications for an Allotment of Shares in the above-named Company must be sent in to the Registered Office of the Company, No. 30, Des Voeux Road Central, on or before the 15th AUGUST, 1902, after which date the List will be closed and the Allotment proceeded with.

Hongkong, 24th July, 1902. [2051]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of the Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 16th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1902.

By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 24th July, 1902. [2023]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be open for inspection from SATURDAY, the 2nd, to the 16th day of August (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 24th July, 1902. [2024]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, 38 and 40, Queen's Road Central, on MONDAY, the 18th AUGUST, at 11.15 a.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 28th July, 1902. [2062]

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at 11.45 a.m., for the purpose of considering and passing an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed, Liquidator for the purpose of such winding up."

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 6th August, 1902. [12141]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at Noon, for the purpose of considering and passing an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed, Liquidator for the purpose of such winding up."

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 6th August, 1902. [12142]

PURE FILTERED HIGH-CLASS AERATED WATERS

THE very best obtainable. As prepared in the MANCHESTER DOCK, to try these NEW and DELICIOUS AERATED DRINKS, EXCELLENT and CHEAP.

Kola Champagne, Cherryade, Orangeade, Champagne Cider, Lemon Squash, Superb Ginger Ale, Tonic Champagne, Vanilla Water, Brown Tonic, &c., &c. Please address **THE ROYAL AERATED WATERS MANUFACTORY, WORKS, WEST POINT, DOCK, F. P. DANENBERG.** Telephone 287. Price List and Order-book on Application.

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER.

No. 38, WING LOK STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory return.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1257]

A SPECIAL CORONATION SUPPLEMENT

TO THE

"HONGKONG DAILY PRESS"

will be published in time for the homeward English Mail leaving on Saturday, 16th inst.

The Supplement will consist of 20 or 24 folio pages of letterpress,

FULLY ILLUSTRATED with 21 pen and ink sketches and 13 half-tone blocks. It will be on good paper, and enclosed in an attractive cover, printed in carmine and gold.

The Supplement, in addition to containing descriptive articles on the Coronation, will be a COMPLETE RECORD OF THE LOCAL CELEBRATIONS.

PRICE. 40 Cents a copy, or 3 for \$1.

As only a limited number will be printed orders should be sent in at once.

Orders can now be Booked for Cash or Comprode Order only.

Address: MANAGER,
2158 "Hongkong Daily Press" Office.

NOTICE.

WE have this day been appointed AGENTS FOR HONGKONG

for the **TAIWAN STONE AND SHELL LIME FACTORY, MACAO.**

These Limes have been tested by experts, and found to be superior to any other found in China. All houses should be lime-washed with this Lime. It gives an odour of sweetness and kills vermin. It is a decided check on plague and other pestilential diseases, and it is invaluable for building purposes, having been tested and found to give 60 to 70 lbs. to the square inch breaking strength.

Orders will be received and testimonials can be seen and prices quoted on application to **C. E. WARREN & CO.**

30, Des Voeux Road Central.
Hongkong, 16th June, 1902. [1897]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong, 3rd October, 1900. [84]

BANKS

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITAL U.S. \$2,000,000 Gold

Surplus and Undivided

Profits 4,758,600 "

..... \$6,758,600 "

HEAD OFFICE—NEW YORK.

LONDON OFFICE—38 & 35, Lombard St. E.O.

F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS—PARIS BANK, Ltd.

HONGKONG OFFICE—4, DES VOEUX ROAD.

General Banking and Exchange business transacted.

INTEREST allowed at Current Rates.

N. G. EVANS,
Acting Manager.

Hongkong, 1st July, 1902. [1817]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL 21,000,000

PAID-UP CAPITAL 2,824,371

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq., President.

CHOW TUNG SHANG, Esq., JULIUS FOCKE, Esq., Chief Manager.

GEO. W. F. FRATFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 23rd March, 1899. [2]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000

PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.

BOARD OF DIRECTORS.

KAZUYOSHI YAGI, Esq., President.

TAKESHI DOKI, Esq., Munyoshi Tatsuno, Esq., Hiromi Kawasaki, Esq., Tetsuo Shimazaki, Esq.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN

A CHIE & CO. Established 1859.
Every Household Requisite. Depot for
Bosman's Kodak Films and Accessories.
179, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers. 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Artists; No. 84, Queen's
Road Central.

PRINTING

DAILY PRESS OFFICE.
Proofs read by Englishman.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Ship Chandlery,
Provision and Coal Merchants,
Preston Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlery,
Provision and Coal Merchants,
Preston Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MORE & SHUMUND.
43 and 45, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers. Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blindfold
Spence & Co's Composition.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

NOW ON SALE

THE CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, KOREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHER-
LANDS INDIA, PHILIP-
PINES, BORNEO, &c.
WITH A SUPPLEMENT
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1902.

THE FORTIETH ANNUAL ISSUE.

The DIRECTORY covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which European reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port, or Settlement is prefaced by a DESCRI-
PTION, carefully revised each year, most of
which will serve as accurate guides for the
traveller, giving every detail in connection with
the place. The Information in these Descriptions,
consisting of a hundred interesting articles, packed
with facts, is set out, and containing
statistics of the TRADES of each Country and
Port, would alone suffice to fill a large volume.
The Descriptions and Descriptions are of

CHINA
Peking, Tientsin, Hankow, Shanghai, Canton, Hongkong, Yokohama, Kobe, Manchu, etc.
JAPAN
Tokyo, Yokohama, Kobe, Osaka, Nagasaki, etc.
KOREA
Seoul, Pusan, etc.
INDO-CHINA
Hanoi, Haiphong, etc.
SIAM
Bangkok, etc.
STRAITS SETTLEMENTS
Singapore, Penang, Malacca, etc.
MALAY STATES
Johore, Pahang, etc.
NETHERLANDS INDIA
Batavia, Surabaja, etc.
PHILIPINES
Manila, Cebu, etc.
BORNEO
Sarawak, Labuan, etc.
RUSSIA
Vladivostok, etc.

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NEW PLAN OF HONGKOW (SHANGHAI) with
Inset Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
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MAP OF KOWLOON NEW TERRITORY
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France—Peking, 1858; Convention, 1860;
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United States—Tientsin, 1858; Additional
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TREATIES WITH JAPAN
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Trade Regulations.

TREATIES WITH SIAM
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Russia, 1899.

Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention,
1899.

Great Britain and Siam, 1899.
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1. From Green Island to the Harbour Master's Section.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON, via SUEZ CANAL	GLANTHURST	Brit. str.	2 m.	R. Webster	McGREGOR BROS. & GOW	On 16th inst.
LONDON & ANTWERP	TELMACUS	Brit. str.	—	Potter	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	ANTENOR	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On or about 20th inst.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th September.
LONDON	DIONED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th September.
LONDON	JARON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 30th September.
LIVERPOOL DIRECT	PYRHIUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th October.
MARSEILLES, HAVRE & HAMBURG	AMBERIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th September.
MARSEILLES & LONDON	CANTON	Ger. str.	—	—	P. & O. S. N. Co.	On 22nd inst. at Noon.
MARSEILLES, LONDON, & ANTWERP, SINGAPORE, &c.	TAMBA MARU	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
DRUMMEN, via Ports of Call.	BAVERI	Ger. str.	—	—	MELCHERS & CO.	On 20th inst. at Noon.
HAVRE, BREMEN & HAMBURG	C. FEED LAEHEZ	Ger. str.	2 m.	—	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	—	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	PREIBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th October.
HAVRE & HAMBURG	SILVIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 22nd October.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Aus. str.	2 m.	—	DODWELL & CO. LIMITED	About 9th inst.
NEW YORK via PORTS & SUEZ CANAL	ATHOL	Brit. str.	2 m.	—	JARDINE, MATHESON & CO.	On 15th inst.
NEW YORK via SUEZ CANAL	INDAMATO	Brit. str.	—	—	SHAW, TOMES & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	—	—	McGREGOR BROS. & GOW	On 13th September.
YANCOUVER, via SHANGHAI, &c.	EXTENSIVE OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 27th inst. at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	TAKAR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 10th September.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	TACOMA	Brit. str.	4 m.	—	DODWELL & CO. LIMITED	On 23rd inst.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	IYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th September at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	HYADES	Brit. str.	—	—	PORTLAND & ASIATIC S.S. CO.	To-morrow.
PORTLAND, OREGON	INDAPURA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst. at 4 P.M.
AUSTRALIAN PORTS	TSINAN	Brit. str.	2 m.	—	GIBB, LIVINGSTON & CO.	On 16th inst. at Daylight.
AUSTRALIAN PORTS	KAISER MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	NIPPON	Aus. str.	—	—	SANDER, VIELER & CO.	On 17th inst. at Daylight.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
KOBE & YOKOHAMA	KAMAKURA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
CHEONG & NEWCHOW	HANGCHOW	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	PARHATTA	Brit. str.	—	—	P. & O. S. N. Co.	On or about 16th inst.
TAMU, via SWATOW & AMOY	DAMIN MARU	Jap. str.	1 m.	—	MIYU BUSSAN KAISHA	On 17th inst.
FOOCHOW, via SWATOW & AMOY	ASANO MARU	Jap. str.	1 m.	—	MIYU BUSSAN KAISHA	To-day.
AMOI, SHANGHAI & CHINKIANG	CHINKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
SWATOW, via SHANGHAI	MAHJUDU MARU	Jap. str.	1 m.	—	MIYU BUSSAN KAISHA	On 20th inst.
SWATOW, AMOY & SHANGHAI	HUPH	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	To-day.
MANILA	CHANGCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 15th inst. at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst. at Noon.
SINGAPORE, COLOMBO & BOMBAY	ROSETTA MARU	Jap. str.	2 m.	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
	NAMBAO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
	MIKE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	

SHIPPING.

ARRIVALS.
Aug. 11, INDAPURA, British str., 2,152, A. E. Hollingsworth, Shanghai 8th August, General.—ALLAN C. MASON.
Aug. 12, AMERI, German str., 5,148, F. Ehlers, Shanghai 8th August, General.—HAMBURG-AMERIKA LINIE.
Aug. 12, AMOY, German str., 825, Hansen, Saigon 8th August, General.—F. F. F. & Co.
Aug. 12, AMOY, Chinese str., 1,155, L. Richards, Shanghai 8th August, General.—CHINESE.
Aug. 12, LABRAN, British str., 2,235, J. Young, Calcutta 27th July, General.—JARDINE, MATHESON & CO.
Aug. 12, WOODING, British str., 1,102, Dowson, Shanghai 7th August, General.—BUTTERFIELD & SWIRE.
Aug. 12, BYGDE, Norwegian str., from Canton.

CLEARANCES.

Aug. 12, AMOY, German str., for Kutchinotzu, Ceylon, British str., for Shanghai.
Aug. 12, AMOY, German str., for Nagasaki.
Aug. 12, AMOY, German str., for Hongkong.
Aug. 12, AMOY, German str., for Haiphong.
Aug. 12, AMOY, German str., for Swatow.
Aug. 12, AMOY, German str., for Hainan.
Aug. 12, AMOY, German str., for Saigon.
Aug. 12, AMOY, German str., for Canton.
Aug. 12, AMOY, German str., for Hainan.
Aug. 12, AMOY, German str., for Manila.
Aug. 12, AMOY, German str., for Haiphong.

DEPARTURES.

Aug. 12, AMOY, German str., for Kutchinotzu, Ceylon, British str., for Shanghai.
Aug. 12, AMOY, German str., for Nagasaki.
Aug. 12, AMOY, German str., for Hongkong.
Aug. 12, AMOY, German str., for Haiphong.
Aug. 12, AMOY, German str., for Swatow.
Aug. 12, AMOY, German str., for Hainan.
Aug. 12, AMOY, German str., for Saigon.
Aug. 12, AMOY, German str., for Canton.
Aug. 12, AMOY, German str., for Hainan.
Aug. 12, AMOY, German str., for Manila.
Aug. 12, AMOY, German str., for Haiphong.

VESSELS IN DOCK.

Aug. 12, AMOY, German str., for Kutchinotzu, Ceylon, British str., for Shanghai.
Aug. 12, AMOY, German str., for Nagasaki.
Aug. 12, AMOY, German str., for Hongkong.
Aug. 12, AMOY, German str., for Haiphong.
Aug. 12, AMOY, German str., for Swatow.
Aug. 12, AMOY, German str., for Hainan.
Aug. 12, AMOY, German str., for Saigon.
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Aug. 12, AMOY, German str., for Hainan.
Aug. 12, AMOY, German str., for Manila.
Aug. 12, AMOY, German str., for Haiphong.

SHIPPING REPORTS.

The British steamer *Indrapura*, from Shanghai 8th inst., had strong S.W. monsoon with heavy rain showers throughout.
The Chinese steamer *Amoy*, from Shanghai 8th inst., had typhoon to the south and east with fresh wind from the east and backing to north and west and heavy easterly swell, accompanied by rain, thunder and lightning at times; nearing port moderate to fresh S.W. winds and passing rain squalls.
The German steamer *Amberia*, from Shanghai 8th inst., reports.—The barometer was very low, the air dampy and very hot and a very big swell was running from the S.E. During afternoon the barometer was going up slowly, and the wind shifted from N.N.E. over W. to S.W. From S.W. it was blowing hard the 10th and moderate to the 11th inst., causing a heavy sea from the direction. During the afternoon of the 11th and on the 12th the wind was unsteady and light. A swell was running from S.W., the weather changing with much rain.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
ADOLPH OBRIE, Am. brig, S. Amesbury—Standard Oil Co.
ALLAN, Am. ship, McKay—Standard Oil Co.
KELAN, British ship, John Hughes—ORDER
MANUEL LAGUINO, Am. ship, Nicholls—Standard Oil Co.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
The Steamship
"AUSTRALIAN"
Captain Schaw, will be despatched for the above ports on FRIDAY, the 15th inst. at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which insures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Surgeon and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 8th August, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CRYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BRITISH, FOREIGN, CONTINENTAL AND AMERICAN PORTS.
The Steamship
"BALLAARAT"
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 16th August, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 4th August, 1902.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)
REGULAR SERVICE BETWEEN HONGKONG AND MANILA.
The Company's well-known Steamship
"ROSETTA MARU"
3,876 Tons.
Captain Tate, will be despatched for MANILA on TUESDAY, the 19th inst. at Noon.
Magnificent accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Prince's Buildings, 100 House Street, Hongkong, 8th August, 1902.

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(Subject to Alteration.)
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R.M.S. "TAMAR".....Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
R.M.S. "EMPERESS OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
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Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
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R.M.S. "TAMAR".....Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
R.M.S. "EMPERESS OF JAPAN"....Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN".....Comdr. H. Mowat, R.N.R. WEDNESDAY, 8th Oct.
R.M.S. "EMPERESS OF CHINA"....Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd Oct.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

The Company's Steamships "TAMAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TAMAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For

